

Intimation.

Public Companies

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at Noon, TO-MORROW, 15th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Managers and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st of March to the 14th day of March, both days inclusive.

THE CHINA-BORNEO CO., LTD.,
W. G. DARBY,
General Manager.

Hongkong, 14th March, 1910. [215]

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadourie & Co.:-

Alligars	7/-
Anglo-Malays	31/6
Balgowans	81/60
Carry United	21/6 prem.
Castelfords	100/-
Changkat Serdangs	520
Cheras	61/5
Damassars	15/5
Eastern Internationals	33/- prem.
Fed. Selangors	265/-
Glenlays	32/-
Golcondas	125/-
Highlands and Lowlands	133/6
Indragiri	344 sales
Kemomings	6/- prem.
Kuala Lumpors	180/-
Laburz	125/6
Ledbury	100/-
Liaggio	48/-
London Asiatic	127/6
London Ventures	11/3
Merlimaus	61/5
Pajams	51/5
Pegohs	544
Rubber Trusts	38/- prem. ex. d. i.
Saggas	237/-
Sandycrofts	335
Sekopos	37/- prem.
Shelfords	65/-
Singapore & Johores	750
Sungei Chohs	75/- prem.
Sungei Kapars	41/6
Tandjongs	70/- prem.
Tangkabs	26/9 prem.
United Serdangs	125/- sales
United Singapores	52.15
United Sumatras	34/-

KALUMPONG.

The secretary of the Kalumpong Rubber Co., Ltd., advises that the output of wet rubber from the estate during the month of February was 7,025 lb.; from September, 1909, to Friday, 1910, 41,390 lb.; the equivalent in dry rubber being about 36,750 lb. The dry rubber shipped to London—September—February—was 27,610 lb.

RETURNS AND PRICES.

Kuala Lumpur, March 5.

The following February rubber crops are noted.

F. M. S. 22,179. Against 10,990. Nine months 184,029. Against 83,307.

Kuala Lumpur, 42,175. Against 16,301. Eight months 319,236. Against 129,581.

Castlefield, 2,338. Against 3,374.

Scremban, 17,820.

Sungei Choh, 2,150.

Inch Kenneth 1,144. Against 3,462. Nine months 87,956. Against 16,846.

Glenishid, 1,719. Two months 3,612. Against 217.

The Planters' Stores have a London wire stating that fine hard Para is 9/4 and average number one Plantation 9/8 per pound.

THE DALAI LAMA.

The Peking correspondent of the *N. C. D. News* writes under date and inst.—

The Dalai Lama has certainly played a conspicuous part in contributing to the entertainment, if not to the gaiety, of batons during the past ten days. In Peking he has been the chief subject of interest for a week, which is rather more than a priest should expect in this diplomatic centre. Moreover additional interest has been given to the Tibetan situation by the many side issues that have manifested themselves at unexpected moments.

Of course the Dalai Lama, when he was here a year ago, became personally acquainted with all the foreign Ministers, and as there are many Lamas in Peking one would naturally have expected that some of these people would have kept him in touch with passing events. But apparently he knew very little about Peking's movements; for as soon as the Chinese expeditionary force crossed the borders of Tibet the Dalai Lama sent a special messenger to Peking bearing dispatches for the Ministers of Great Britain, America, Japan, Russia, Germany and France. Each missive was addressed personally to the Minister—and the one intended for America's representative was addressed to Mr. W. W. Rockhill. Mr. Rockhill, it appears, was pleasantly impressed by the Dalai Lama. He thought the Dalai was a shrewd person with more than the average amount of intelligence; whereas many of Mr. Rockhill's confidantes failed to discern any trace of ability in the Yellow pontiff.

The Lama messenger arrived in Peking eleven days ago and delivered his messages without attracting any special attention. Nothing was said to the Chinese Government about the matter and, of course, the Ministers and their people took elaborate care to keep the news from the group of journalists, who make regular rounds of the Legations in search of news. The diplomatic body then referred the matter to the Home Governments and waited calmly for instructions. In the meanwhile, however, the journalists got wind of the affair and they might have precipitated the revelation, if they had not sympathized to some extent with the Dalai—but they did sympathize with him and they also remained mute, believing that the Chinese Government was still in the dark. Then came the news of the rush of Chinese troops towards Lhasa and the flight of the Dalai Lama towards the Sikkim frontier, and his successful entry into India escorted by thousands of admiring Sikhs. At this juncture an enterprising Grand Councillor obtained news of the Dalai's appeal to the Powers and a special meeting of the Council was called. H. H. Lin Hui-hua took a pessimistic view of the

matter, saying that China might lose Tibet. The Dalai Lama was entering India and Britain might think it necessary to restore him to power. That would mean, continued Lin Hui-hua, a force of British troops being sent to Lhasa to restore order—perhaps to remain there. For the second time in his life the Regent took the bull by the horns, for in a manner almost identical with the dismissal of Yuan Shih-ka, the Regent sprang to his feet, and seizing pen and paper, wrote out the Dalai's dismissal. "That will end it," he said. "Now he is no longer Dalai Lama."

It has not ended the matter, however, for the Chinese Government is beginning to realize that it has converted an administrative incident into a serious diplomatic question, which only the active aid of Britain can enable them to quell.

After the Regent's hasty action it became necessary for Britain to enter into negotiations with China; for the peace of the Indian frontier was imperilled. Accordingly Mr. Max Miller visited the Walupu (selecting the regular day for Ministers to attend the Foreign Office) in order that no notice should be taken of the visit. Reuter's exaggerated telegram had then come to hand, and it formed a convenient pretext for the visit. The Walupu, represented by Na Tong (for H. E. Liang Tung-yan contracted a sudden illness that laid him up for a few days), replied suavely next day that the force consisted of 2,000 men; that it was sent to Tibet because China felt her power weakening as a consequence of the Dalai Lama's intrigues and opposition; that the force would merely act as police; and that there would be change in the interior administration of Tibet; China had acted, apparently, more in sorrow than in anger, and one could scarcely refrain from a mental censure of a priest who gave such trouble to the kindly surtax power.

With the Dalai Lama safe for the time being, the Chinese troops having pursued him with a rigour that justified the term "police" right to the Sikkim frontier, the aspect of the case changed somewhat. The transformation was partly due to the intelligence of the Dalai; for not feeling certain of a favourable reception in India, he announced on the frontier his intention of proceeding to Peking in order to lay his case personally before the Emperor. Incidentally it may be remarked that if he really intends to visit Peking he certainly possesses more grit than is supposed; and otherwise, from India he will be free to travel where he wills. If he stays there, the Government must pension him, give him suitable quarters, and guard him; while it is also under the obligation of preventing him from indulging in any form of intrigue.

By this time the general opinion of the Powers who were not directly interested in the matter was that China had made a serious blunder in not having discussed the matter with Britain, Russia and Japan; because Britain and Russia have many Lamas subjects and Japan, in addition to being directly interested in the abstract matter of Buddhism is bound to support Britain in all matters affecting the Indian frontier.

Japan accordingly made representations to China on the subject, pointing out wherein she was an interested party, and to what extent China had made the situation acute by indulging in hot-headed action. It then leaked out that China had known for some days about the Dalai Lama's messenger and the contents of his dispatch. "The Times" correspondent at St. Petersburg, moreover, learned that the Dalai had made overtures to Britain and Russia. Accordingly our messages last night gave the additional details which had been held over in a vain attempt to smooth the stony path of the Dalai.

Further news of his travels in India is awaited here with interest, especially by the Chinese authorities, who are in a state of some anxiety just now.

Intimations

BENGERS' Food

is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Bengers' Food is sold in Tins by Chemists, etc., everywhere.

JAPANESE MASSAGE.

Masseur MEIJI SHA,
GRADUATE OF
KOBE MESSAGE SCHOOL.

ATTENDANCE AT
PATIENTS' RESIDENCE.

No. 175, WANCHAII ROAD,

GROUND FLOOR.

Hongkong, 10th January, 1910.

Auction.

SPECIAL SALE BY
PUBLIC AUCTION
OF
HIGH CLASS JEWELRY DIRECT
FROM LONDON.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
on
SATURDAY,

the 19th March, from 10.45 a.m. to 12.30 p.m.,
and on
TUESDAY,

the 22nd March, 1910, at 2.30 p.m., at their
Sales Rooms, No. 8, Des Voeux Road,

SINGLE STONE, DIAMOND, RINGS,
DIAMOND and RUBY, EMERALD, OPAL,
TURQUOISE and SAPPHIRE RINGS,
MARQUISE RINGS, GEMSET RINGS,
GOLD and GOLD-FILLED BANGLES and
BRACELETS, GENT'S SOLID GOLD and
GOLD-FILLED WATCHES and ALBERTS,
DIAMOND THE PINS and STUDS, LEVER
WATCHES, OPEN-FACE WATCH by Ben-
tley (cont. 125), 18-Carat GOLD WATCH by
Dent (cont. 140), GOLD-FILLED RE-
PEATER WATCHES, WALTHAM WATCHES,
LADIES' GOLD and GOLD-FILLED LONG GUARDS, NECKLETS,
BROOCHES, CHARMS, CHRONO STOP
WATCHES, NON-MAGNETIC WATCHES,
SILVER-BACKED COMBS, BRUSHES and
MIRRORS, CIGARETTE CASES, GOLD,
FRONTED LINKS and STUDS, GOLD
and GOLD-FILLED EARRINGS, BROOCHES,
HAT PINS, SILVER BRLETS,
FIELD GLASSES, SILVER-MOUNTED
SCENT BOTTLES, &c., &c.

A few Lots of E. P. Nickel Silver A1 quality
TABLE PLATE and CUTLERY.

ALSO
SUNDAY IRISH LINENS.
Catalogue will be issued.

TERMS:—As usual.
HUGHES & HOUGH.
Actioneers.

Hongkong, 7th March, 1910. [233]

Consignees.

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNNEES.

S.S. "BENDORAN"
FROM ANTWERP, LEITH, MIDDLEBRO', LONDON AND STRAITS.

CONSIGNNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 8th March, 1910. [234]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNNEES.

FROM NEW YORK.

THE Steamship
"KARONGA,"
Captain Leslie, having arrived from the
above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 15th instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 9th March, 1910. [235]

NOTICE TO CONSIGNNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer
"NILE,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, where delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TUESDAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 8th March, 1910. [236]

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea-spoonful to a pint of water, or a teaspoonful to three-gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMicide

Price per Pint 10 cents
Gallon \$2.00

A. S. WATSON & CO.,

LIMITED,

HONGKONG DISPENSARY

and

KOWLOON DISPENSARY.

Hongkong, 2nd February, 1910. (28)

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$36 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post-subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTHS.

On February 25, 1910, at Peking, the wife of E. Tolleson, of a daughter.

On March 3, 1910, at Shanghai, the wife of F. A. Tappenden, a daughter.

On March 6, 1910, at Shanghai, the wife of Herbert H. Fowler, of a daughter.

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 14, 1910.

THE WAR ON MOSQUITOES.

EFFICACY OF DRAINAGE ENGINEERING.

The American *Exporter* recently published a highly instructive article on the efficacy of drainage engineering as a means of exterminating mosquitoes. The subject is one of vital interest to Hongkong, and the following passages from the article can hardly fail therefore to be appreciated.

After discussing such expedients as the use of crude oil and the cleaning up of debris, the writer, Mr. Joseph B. Baker, proceeds: "But the panacea most effective in dealing with mosquito breeding extending over a wide area is to fill up or drain the land permanently."

The Isthmian Canal zone furnishes one of the most striking demonstrations of the value of land filling and draining in really exterminating the mosquito. On account of the luxuriant vegetation, humid climate, and long rainy season this district was formerly infested

with mosquitoes. The countless standing pools in the interior breed myriads of the *Stygomeia fasciata* variety, known as the "industrious spreader" of yellow fever; but these pools have been filled up with the material excavated from the "big ditch." In connection with the Canal work, Col. W. G. Gorgas, U.S.A., started a prompt, scientific campaign against the mosquito, in order to make the conditions favorable for the workers. The good results that have followed his efforts in this branch of sanitary engineering have surprised and gratified every one.

On the Atlantic Coast the salt meadows have been perhaps the most prolific breeding places of mosquitoes—the source from which the winged pests have covered the country for many miles back of the shore. But inland pools are by no means exempt, as fresh water breeding places are common. In inland cities there are enough old cisterns, and enough dwellings where broken pots and pans and the like are left about to produce a fair crop of mosquitoes. In the suburbs the common gutter-drainage affords pools harbouring stagnant water, and out further there are small pools of surface water.

When it was discovered that the pestilential mosquitoes were bred in stagnant water everywhere (some 85 per cent. of the entire number on the Atlantic Seaboard being bred in the large areas of salt marsh), scientific attention was given to the problem of their extermination. Draining or filling was recognized as the perfect remedy, the former being the cheaper way; but the early efforts were unpromising.

The hand-ditching by laborious spade work to increase the production of salt hay, that had been practiced by the farmers in a desultory way, was found unsatisfactory. The ditches themselves added to the breeding place; their sloping sides, open to the sun, caught and held the floating debris and the spadefuls of excavated sod got back again, so that the whole length of the ditch became a harbourage for mosquito larvae. "Mosquito drainage," as the work had come to be called, seemed to have a setback. At this juncture, the researches of workers in the Greater New York field, where the mosquito nuisance had become unbearable, began to bear fruit. Credit for the practical and successful application of drainage for the extermination of the mosquito is due very largely to Mr. Edwin M. Skinner, of New York, a mechanical engineer formerly deputed to the Port of New York in the work of mosquito extermination under Dr. Doty. He had to work upon the certain knowledge that the areas of water logged salt marshes and pools of stagnant water in this field were the cause of the pest, and that to drain these adequately and permanently would abate the nuisance, and increase the value of the land. His problem was to devise and put into effect an economical ditching method that would improve upon the shortcomings of the old hand digging and thus come to be utilized by the farmers and local authorities.

The solution of the problem was found in a form of ditch that could be dug quickly and easily, and in the invention and perfecting of simple but effective tools for ditching the work. It was found by experiment that even a very narrow ditch, if dug with clean-cut vertical sides, would not fill up with debris and get clogged. A 10-inch ditch on this plan will allow all water to seep to it from the surrounding land, and will keep clear for years. The depth is made sufficient to bring the bottom of the ditch well below the grass roots, and is so narrow for its depth that sunlight is excluded. For that reason the ditch cannot fill up with a new growth of grass.

The practical means having been found, the City of New York appropriated the sum of \$45,000, which, with other amounts that were raised by private owners of marsh land, has been expended in ridding a large part of Greater New York of mosquitoes. A law was passed requiring owners of marsh lands to defray pro rata the expense of the draining. The results, after only a few years' operation of this plan, have been marvellous. Staten Island, in New York Harbour, containing about ten square miles of marsh land where the plan was tried out on a thorough scale in 1905 and 1906, and which was formerly a notoriously mosquito-infested suburb, has been entirely rid of the pest. It was found that the cost of cutting the ditches averaged only 2½ cents a lineal foot, and that in the usual run of marsh lands the cost of drainage averaged about \$10 an acre, and did not exceed \$15 in the most difficult case. In a few days the lands which had been drained became practically "bone dry," and the mosquito larvae disappeared entirely, whereas adjacent lands not yet drained continued alive with the larvae. More than two million linear feet of ditches were cut on Staten Island, and the work was completed about a year and a half ago. The work has since been extended to the other boroughs of Greater New York. The mosquito-ridden State of New Jersey has also made an appropriation (\$350,000) for the extermination of the pest, and a considerable area has already been drained under the direction of State Entomologist Smith.

The mosquito campaign in the district containing marsh land begins with a general inspection and mapping of the area to be drained. Each property owner is then served with an order from the Board of Health to drain his land. The necessary number of ditches are laid out, and the work begins, using a "ditching tool" devised by Mr. Skinner—a big scoop shovel on the end of a powerful lever—in the hands of labourers found and paid by the property owner. This tool is of high-carbon steel, holding a keen cutting edge and takes out a clean sod.

LOCAL AND GENERAL.

THE NAVIGATIONS GENERALE ITALIENNE has issued a schedule of departures in book form.

THE execution of An, who assassinated Prince Ito, will probably take place on March 25.

A branch office of the Hongkong and Shanghai Banking Corporation has been opened at Ipoh (Federated Malay States).

IT is announced that the whole of the flotilla affiliated to the China Squadron is to be recommissioned at intervals of two years.

ON arrival on the China Station Lieutenant A. E. Godsal will take up the duties of torpedo-lieutenant of the cruiser *Menorca*.

M. E. H. Hinds, of Hongkong, drew a bye in the first round of the London division of the competitive competition in connection with this season's Amateur Billiard Championship.

IT has been decided that the Prince of Wales will hoist his standard on the Union-Castle liner *Balmoral Castle*, which will be commissioned as His Majesty's ship, for the visit to South Africa.

THE question of grain export from Manchuria has been adjusted temporarily by an agreement with Japan, which frees wheat. Russia, without prejudice to her future action, waives her treaty contentions. The Harbin mills are resuming work.

THE finder of certain papers, of no intrinsic value, belonging to Mr. L. M. Alvares, will oblige the owner by returning them to him in his residence, No. 9, Lower Castle Road.

The papers were lost to-day between Messrs. Sennett Freres' store and the Post Office.

THE seconding of Captain G. M. James, "the Buff," whilst he is studying at the Staff College, brings Captain C. L. Porter in on the establishment. Captain Porter has been attached for some time to the 1st Battalion at Aldershot. He was recently at the Military College.

M. Rufus Isaacs, K.C., Liberal Member for Reading, has been appointed Solicitor-General in succession to Sir Samuel Evans, K.C., who is appointed President of the Divorce Court. The Right Hon. Sir John Bigham retires from the Presidency of the Divorce Court on receiving a peerage.

RETURN of visitors to the City Hall Library and Museum for the week ending the 13th March, 1910:

	Literary Museum.
Non-Chinese	537 204
Chinese	315 2,691
.....
Total.....	852 2,895

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

HONGKONG UNIVERSITY.

To THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir—I am grateful that my little communication in your columns of Saturday has merited the attention of those for whom it was intended.

I am glad also that my confidence in Sir Frederick Lugard and Mr. Mody has justified the experience of others who had had occasion to rely on their kindly consideration.

Although it has not been found practicable to invite the scholars of the secondary schools *en masse* because of the limited accommodation on the grounds, I have every reason to believe that to drain these adequately and permanently would abate the nuisance, and increase the value of the land.

His problem was to devise and put into effect an economical ditching method that would improve upon the shortcomings of the old hand digging and thus come to be utilized by the farmers and local authorities.

The solution of the problem was found in a form of ditch that could be dug quickly and easily, and in the invention and perfecting of simple but effective tools for ditching the work. It was found by experiment that even a very narrow ditch, if dug with clean-cut vertical sides, would not fill up with debris and get clogged. A 10-inch ditch on this plan will allow all water to seep to it from the surrounding land, and will keep clear for years. The depth is made sufficient to bring the bottom of the ditch well below the grass roots, and is so narrow for its depth that sunlight is excluded. For that reason the ditch cannot fill up with a new growth of grass.

The practical means having been found, the City of New York appropriated the sum of \$45,000, which, with other amounts that were

raised by private owners of marsh land, has been expended in ridding a large part of Greater New York of mosquitoes. A law was passed requiring owners of marsh lands to defray pro rata the expense of the draining. The results, after only a few years' operation of this plan, have been marvellous. Staten Island, in New York Harbour, containing about ten square miles of marsh land where the plan was tried out on a thorough scale in 1905 and 1906, and which was formerly a notoriously mosquito-infested suburb, has been entirely rid of the pest.

It was found that the cost of cutting the ditches averaged only 2½ cents a lineal foot, and that in the usual run of marsh lands the cost of drainage averaged about \$10 an acre, and did not exceed \$15 in the most difficult case. In a few days the lands which had been drained became practically "bone dry," and the mosquito larvae disappeared entirely, whereas adjacent lands not yet drained continued alive with the larvae.

More than two million linear feet of ditches were cut on Staten Island, and the work was completed about a year and a half ago.

The work has since been extended to the other boroughs of Greater New York. The mosquito-ridden State of New Jersey has also made an appropriation (\$350,000) for the extermination of the pest, and a considerable area has already been drained under the direction of State Entomologist Smith.

The mosquito campaign in the district containing marsh land begins with a general inspection and mapping of the area to be drained.

Each property owner is then served with an order from the Board of Health to drain his land.

The necessary number of ditches are laid out, and the work begins, using a "ditching tool" devised by Mr. Skinner—a big scoop shovel on the end of a powerful lever—in the hands of labourers found and paid by the property owner.

This tool is of high-carbon steel, holding a keen cutting edge and takes out a clean sod.

THE RIVER TRAFFIC PROTECTION.

The Tao-tai for the Development of Native Industries has submitted a suggestion to the Viceroy to establish twenty camps, separated at a distance of about six miles from one another, with forty soldiers stationed in each, along the banks of the North River for the purpose of affording adequate protection to the shipping traffic on the route.

THE SPIRITS FARM.

A merchant, named Leung Kwock Chiu, has been granted by the Shan Hou Chu department the privilege of the spirits farm for the whole of the Kwang Tung province, for an annual rental of eight hundred thousand dollars.

THE NEW FLAGSHIP.

ARRIVAL OF THE "MINOTAUR" TO-DAY.

The armoured cruiser *Minotaur*, late of the First Cruiser Squadron, which is the largest and most powerfully equipped warship ever sent from England to the Far East, and which was recommissioned at Chatham on Jan. 1, by Captain G. C. Cayley, late Assistant Director of Naval Mobilisation, for service as flagship of the Commander-in-Chief of the China station, arrived from Singapore to-day. She carries the flag of Vice-Admiral Sir A. L. Winsloe, who succeeds in the command Vice-Admiral the Hon. Sir H. Lambton, who completed on New Year's day last, his two years' term of service in China. At eight o'clock this morning salutes were exchanged between the new flagship and the warships in port.

The *Minotaur* is almost a new ship, having been completed at Devonport, where she was built and equipped at a cost exceeding one million and a quarter sterling less than two years ago. She is equipped with four 9.2-inch and ten 7.5-inch breech-loading guns, and sixteen 6-inch breech-loading guns, and fifteen small quick-fires mounted in the armoured cruiser *King Alfred*, the late flagship, which has completed four years' service in the Far East and is en route to England to pay off. The *Minotaur* has a displacement of 14,650 tons, and is fitted with engines of 27,000-h.p., propelling her at a speed of 23 knots per hour. With the exception of the new *Dreadnought* cruisers of the *Indomitable* type, the *Minotaur* is one of the three most powerful cruisers flying the white ensign, her sister ships being the *Invincible*, flagship of the Second Cruiser Squadron, and the *Defence*.

THE NEW COMMANDER-IN-CHIEF.

The newly-appointed Commander-in-Chief is an officer of exceptional ability and experience. He entered the Royal Navy in 1886, and served in the Egyptian War, as also in the East African expedition of 1890 against the Sultan of Vitu. Later he was appointed Commissioner to Massikessi, for the delimitation of the boundary between the Portuguese and the chartered company. He was promoted to the rank of captain in 1892, and commanded the *Opfer* during the tour of the Duke and Duchess of York. For the last few years, he has held the appointment of fourth Sea Lord of the Admiralty.

The following appointments to the *Minotaur* have been made by the Admiralty:

Commander A. T. Darley as Flag-Commander to Vice-Admiral Sir A. L. Winsloe; Lieutenant P. L. H. Noble, as Flag Lieutenant to Vice-Admiral Sir A. Winsloe; Sub-Lieutenant Hon. Charles A. Colville; Fleet Paymaster J. W. Gask, as secretary to Vice-Admiral Sir A. Winsloe; Assistant Paymasters W. D. T. Morris, E. W. Whittington, lace, and H. R. G. Browne, as secretary's clerks to Vice-Admiral Sir A. Winsloe; Engineer-Commander G. C. Bath; Engineer-Lieutenants G. J. Hamilton, W. A. Cavilie, D. Hill, F. W. G. Smith, and F. B. Jaques; Lieutenant E. T. Wickham; Sub-Lieutenants F. N. Attwood, E. O. Priestley, and A. M. C. Stileman; Fleet Surgeon P. B. Handyside, M. B., Staff Surgeon E. Cox, M. B., B. A.; Surgeon A. R. Fisher; Fleet Paymaster G. H. A. Willis; and Assistant Paymaster E. C. Annesley.

Admiral Sir A. L. Winsloe landed officially at Blake Pier at noon and was received by a guard of honour of the Buffs Regiment, under the command of Capt. Grove-Raines, the colours being borne by Lieut. Wedd. The short battery at Kowloon fired a salute upon Sir A. Winsloe's landing, who was received by Capt. P. H. M. Taylor, A.D.C., on behalf of the Governor. The Commander-in-Chief paid an official call at Government House, the visit being arranged by Sir Frederick Lugard later in the afternoon.

HONGKONG UNIVERSITY.

THE LAVING OF THE FOUNDATION STONE.

The official programme of the laying of the foundation stone of the Hongkong University Building by His Excellency The Governor, on Wednesday, the 16th inst., is as follows:

</

THE CITY HALL.

BOXING.

LAW'S BIG FIGHT.

The *Times* was packed on Saturday night of Bill Lewis' last appearance. For days before it had been anticipated that an excellent fight would be put up by Bill Lewis and "Battling" Simms, of the U.S.S. *Wilkinson*, for the weight championship of the Orient, gratifying to record that the spectators' expectations of local sportsmen were not at all disappointed. On Saturday night, as was usual, arranged by Mr. R. Whittaker and some of the prominent men in the city, the fight was beyond question to any other visage but that of Simms, on whom the shots had apparently little effect. In the fourth round, Lewis brought into play his formidable right and was able to plant some stinging blows on his opponent's face, which would have proved destructive to any other visage but that of Simms, on whom the shots had apparently little effect. In the fourth round, Lewis slipped and fell but was up on his feet instantly. Lewis drove home a right uppercut which seemed to tell on his opponent and, still confining the latter to his corner, followed with a straight drive with his right, Simms saving himself from further punishment with good foot work. In the fifth round, Lewis led with a right swing. Simms tried to retaliate but missed. In the next round, the coloured man suddenly brought into play a series of quick right uppercuts, which seemed to puzzle his opponent, and Simms had decidedly the better of this round. The seventh round saw a change in tactics and Lewis received his opponent's right on the point of the jaw just as the gong sounded. The next few rounds saw both men hitting hard, Simms chiefly trusting to his short right uppercut. By the time round No. 18 was reached, the marine's face was in a swollen condition, his left eye being badly damaged. In this round Lewis led with a left hook on the jaw but in the next round Simms took the aggressive with a right on the point of the jaw and matters stood fairly even at the conclusion of the bout. In the twenty-second round, Lewis planted a tremendous right swing on his opponent's jaw, which sent the latter to the boards, but before he had time to realise what had happened, the smaller man was up on his feet and showered a series of blows on his opponent with telling effect. By this time the audience had already formed conjectures as to who would be the winner and they cheered spontaneously when, at the conclusion of the last round, the referee announced that Lewis was the victor. Throughout the fight, the coloured man treated the audience to a series of grimaces and other mannerisms which highly amused the spectators but nevertheless Simms' fighting was throughout characterized by a cleanliness which was thoroughly appreciated. Lewis fought with a cool courage which was intensely admired. More than one person was heard to remark at the conclusion of the fight that it was by far the best fight he had seen in the Colony. It was a fight to a finish.

The third contest was one of six rounds between B. Brook, 88th Coy., R. G. A., 10st. 12 lbs., and Stoker Biggins, of H. M. *India*, winner of the amateur middle-weight competition, 10st. 2 lbs. The first from the very outset proved himself a good fighter. In the opening round he caught the soldier napping and drove a stunner at his opponent's jaw. In the second the stoker treated the audience to a sight of what a considerable amount of punishment a man can escape by successful ducking. The stoker again and again tried to pounce on his opponent but each time the shots failed to find their mark, which seemed to annoy the gut to an exasperating degree. There was nice behind the stoker's blows but nearing the end of the round he felled his opponent with a right. The gunner took full advantage of this, which had not concluded when the gong sounded. In the succeeding round, Biggins hit his opponent before a clean break and was warned by the referee. The stoker copied his ducking tactics and bore what punishment he received remarkably well. In the fourth round Biggins was driven to one of the corners but emerged from his predicament unscathed. A right swing by the stoker floored his opponent, who rose at the eighth count. The rest of the bout was more or less even, the fifth round saw a lot of give and take. The gunner lunged with his right in the direction of the sailor's solar plexus but the latter managed to avoid the formidable thrust. The last round was fast and furious. The stoker's shots landed with force on his opponent's body but the latter checked his counter-thrusts. The contest was declared a draw.

The last fight but one of the evening was a fifteen-round contest between Artificer Hudson, M. H. S., *Kent*, 10st. 4 lbs., and Gr. Arundel, 88th Coy., R.G.A., 10st. 3 lbs., for the middle-weight supremacy of the China Station. The opening of the first bout saw the participants taking measure of each other. The gunner drove a straight shot in the direction of the seaman's chest, the latter retaliating with a right swing to the face. The men warmed up to their work at the conclusion of the bout. Arundel was driven to the ropes and had not regained his balance when the gong sounded. In the second round the gunner tried to feint several times but his opponent successfully ducked. The seaman was responsible for some fine foot work, which compelled the soldier to be on the *qui vive*. Each man was going for all he was worth for the other's face. In the next round the seaman was caught napping and received a stiff one on the ribs from his opponent's left. A left jab on the jaw by Arundel followed by another was the only other remarkable performance in this round. The fight was almost brought to an end in the fifth round, when Hudson drove home a heavy right swing on the point of his opponent's jaw, which sent the gunner to the boards. The soldier man took full advantage of the count and was glad to hear the gong sound soon after he had risen. In the succeeding rounds, Arundel forced the pace but was seen to run away from his opponent more than once. Some stiff shots were exchanged before the fight ended, and the contest was declared a draw.

Before the commencement of the above contest, Seaman Willis, of H. M. S. *Astrea*, issued a challenge to the winner of the contest for \$1,000 a side. The challenge was greeted with cheers by the audience. Sergt. Piggott, of the R.G.A., challenged Willis or any other man for any sum that might be put up.

LEWIS VS. SIMMS.

The main event of the evening was placed last on the programme and was a twenty-five-round contest between Bill Lewis, middle-weight champion of the Orient, and "Battling" Simms, the coloured man, from the U.S.S. *Wilkinson*, for a \$1,000 purse and a side-bet of \$1,000. Lewis tipped the beam at 148

lbs. while Simms' weighing-in registered 150 lbs. and the latter accordingly forfeited \$15 to Lewis in conformity with one of the conditions. Both men looked in the pink of condition and were loudly cheered on entering the ring. In the opening round both men confined themselves to taking the other's measure and each was determined to give away as little as possible to the other. Several clinches and glancing blows were the sum-total of the first round, no hard blows whatever being exchanged. The second round was a repetition of the first, Lewis sticking to his man, who was confined to his corner and was mainly on the defensive. In the following round, Lewis brought into play his formidable right and was able to plant some stinging blows on his opponent's face, which would have proved destructive to any other visage but that of Simms, on whom the shots had apparently little effect. In the fourth round, Lewis slipped and fell but was up on his feet instantly. Lewis drove home a right uppercut which seemed to tell on his opponent and, still confining the latter to his corner, followed with a straight drive with his right, Simms saving himself from further punishment with good foot work. In the fifth round, Lewis led with a right swing. Simms tried to retaliate but missed. In the next round, the coloured man suddenly brought into play a series of quick right uppercuts, which seemed to puzzle his opponent, and Simms had decidedly the better of this round. The seventh round saw a change in tactics and Lewis received his opponent's right on the point of the jaw just as the gong sounded. The next few rounds saw both men hitting hard, Simms chiefly trusting to his short right uppercut. By the time round No. 18 was reached, the marine's face was in a swollen condition, his left eye being badly damaged. In this round Lewis led with a left hook on the jaw but in the next round Simms took the aggressive with a right on the point of the jaw and matters stood fairly even at the conclusion of the bout. In the twenty-second round, Lewis planted a tremendous right swing on his opponent's jaw, which sent the latter to the boards, but before he had time to realise what had happened, the smaller man was up on his feet and showered a series of blows on his opponent with telling effect. By this time the audience had already formed conjectures as to who would be the winner and they cheered spontaneously when, at the conclusion of the last round, the referee announced that Lewis was the victor. Throughout the fight, the coloured man treated the audience to a series of grimaces and other mannerisms which highly amused the spectators but nevertheless Simms' fighting was throughout characterized by a cleanliness which was thoroughly appreciated. Lewis fought with a cool courage which was intensely admired. More than one person was heard to remark at the conclusion of the fight that it was by far the best fight he had seen in the Colony. It was a fight to a finish.

SALE OF WEST POINT GODOWNS.

SPIRITED BIDDING FOR RECLAMATION PROPERTY.

At noon to-day, at the auction rooms of Messrs. Hughes and Hough, auctioneers, two lots of valuable leasehold property at Kennedy Town, were put up for sale by public auction. The first lot is registered in the Land Office as Marine Lot No. 263 and is held for the residue of a term of 999 years from the 24th June, 1887, at a Crown rent of \$136 per annum, area, 12,235 square feet, or thereabouts, and is used for godowns capable of producing a monthly rental of \$500. Bidding was very keen for this lot which was ultimately knocked down to Mr. Choy Shui Woop for the sum of \$62,100, the first bid having been \$40,000.

"Lot 2 is the property registered in the Land Office as Section A, B, C, D, and E, of Marine Lot No. 26 and is held for the residue of a term of 999 years from the 24th December, 1865, at an apportioned Crown rent of \$78.30 per annum, area, 8,620 square feet or thereabouts, and is used for godowns capable of producing a monthly rental of \$40. The first bid offered for this property was one of \$50,000. It was run up by spirited competition to \$59,500 at which price it was bought by the same purchaser as the previous lot.

JAPAN AND UNITED STATES.

PLAYING WITH FIRE.

London, March 10. The New York correspondent of *The Standard* states that the belief prevails in well-informed circles that, under cover of the most correct diplomatic dealing, negotiations between the United States and Japan, and incidentally Russia, regarding trade conditions in Manchuria are approaching a somewhat serious stage.

The gravity of the situation consists in the conviction that Japan does not intend to allow traders equal rights in Manchuria and is carrying out a pre-determined policy favouring Japanese commerce on every possible occasion. The United States Government is resolved that American commercial rights shall be protected at all costs.

AMERICAN PRESS OPINION.

The *New York Times* in a long article urges warning to Japan.

The Washington correspondent of the *New York World*, says that the situation is officially regarded as intense, and adds that financial circles believe it to be erroneous to conclude that Japan cannot afford war. The *World* asserts that an American has secretly obtained Japan's war plans, which by a division of the Japanese fleet provide for the closing of the Pacific to the United States fleet. The plan also embraces a land expedition to the United States, the aim of Japan being, it is alleged, to break the United States' supremacy in the Far East.—*N. G. D. News*.

SHIPPING DISPUTE.

(BEFORE MR. JUSTICE HAMILTON, BIRMINGHAM AS COMMERCIAL JUDGE.)

JARDINE, MATHESON & CO., LTD., v. CLYDE SHIPPING CO.

In this action the plaintiffs, the charterers of the steamer *Kish*, sued the defendants, as owners of the vessel, for a declaration that they were entitled to the sum of £246, money deposited by them with Parr's Bank, Limited, in London, in respect of a cargo of soya beans, upon which the defendants had claimed to exercise a lien. The material facts and arguments are stated in the judgment.

Mr. Scrutton, K.C., and Mr. C. Robertson Dunlop appeared for the plaintiffs; and Mr. McBride, K.C., and Mr. Stuart Bevan for the defendants.

Mr. Justice Hamilton, in the course of his judgment, said that, at the end of May or beginning of June, 1910, a dispute arose at Daley between the local representatives of the plaintiffs who were shipping soya beans on board the defendant's vessel, the *Kish*, and the captain of the *Kish*, who had his instructions from his owners.

The point of the dispute was that the shippers contended that having put

on board some 7,600 bags of beans they had satisfied their obligation under the charter-party of March 18th, 1909, on which the action was

brought, and were not bound to ship any more cargo. The captain raised the contention that he had a quantity of cargo spaces still unfilled, which could be filled without exceeding the ship's carrying capacity.

The captain demanded delivery of a further 360 tons, and as he refused to sign the bills of lading unless he had the

amount of the dead freight paid on the extra 360 tons put on board, the representatives of the plaintiffs shipped 360 tons under protest.

On arrival in this country the shipowners exercised their lien upon the 360 tons and claimed freight upon it.

Their right to do so was then disputed by the charterers upon the ground that they were not bound to ship it under the charter-party.

By agreement, the amount in dispute was deposited in the bank in the joint names of the solicitors. The charterers brought this action to obtain a declaration that they were entitled to a return of the £246 tons deposited, and alternatively for damages according to them for having had to buy 360 tons, and in respect of two items of damage.

The first question is one of construction.

The charter-party by clause 1 provides that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

Now upon that clause the charterers say that it is in substance

one of construction. The charterers say that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Daley, . . . a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, not out-weigh of beans in bags as usual, which the said charterers bind them selves to ship not exceeding what she can reasonably stow and carry over and above her cabin-bunkers, tackle, etc."

To-day's Advertisement.

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.</

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailing from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPEROR OF JAPAN" SATURDAY, MAR. 26TH.

"EMPEROR OF CHINA" SATURDAY, APRIL 23RD.

"EMPEROR OF INDIA" SATURDAY, MAY 14TH.

"MONTEAGLE" TUESDAY, MAY 24TH.

"EMPEROR OF JAPAN" SATURDAY, JUNE 4TH.

"EMPEROR OF CHINA" SATURDAY, JUNE 26TH.

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20-Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line)

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

12

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For Steamship On
SHANGHAI v. SWATOW & NINGPO, "CHOYSANG" TUESDAY, 15th Mar., Noon.
SINGAPORE, PENANG & CALCOUTTA, "LAISANG" WEDDAY, 16th Mar., Noon.
MANILA, "LUONGSANG" FRIDAY, 18th Mar., 4 P.M.
TIENTHSIN, "CHEONGSHING" SATURDAY, 19th Mar., Noon.
KODE, "ONSANG" SUNDAY, 20th Mar., Daylight.
MANILA, "YUENSANG" FRIDAY, 25th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI, "FOOKSANG" FRIDAY, 1st April, Noon.
SINGAPORE, PENANG & CALCOUTTA, "KUTSANG" MONDAY, 4th April, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kudrang*, *Nansang* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo or through Bills of Lading to Yangtze Ports, Cheloo, Tientsin & Newchwang.

For Freight & Passage, apply to

JARDINE, MATTHESON & CO., LTD.

General Manager,

Hongkong, 14th March, 1910.

18

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS. TO SAIL.
MANILA "TRAN" 15th Mar., 3 P.M.
HANKOW "YUNNAN" 15th Mar., 4 P.M.
SHANGHAI "CHENAN" 17th Mar., 4 P.M.
SHANGHAI "LIMAN" 20th Mar., Daylight.
MANILA, ZAMBOANGA & AUSTRALIA, "OCHANGSHA" 21st Mar., 4 P.M.
MANILA "TAMING" 22nd Mar., 3 P.M.
SHANGHAI "ANHUI" 24th Mar., 4 P.M.
SHANGHAI "CHINHUA" 27th Mar., Daylight.
Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER Twice Weekly.

S.S. "LINTAN" and S.S. "SANJU" Australian Steamers have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Fare booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENHSIN-STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Chinhua*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo or through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fare—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents,

Hongkong, 14th March, 1910.

19

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. Fraser	MANILA	SATURDAY, 19th Mar., at Noon.
SAFIRO	2540	R. Rodger	"	SATURDAY, 26th Mar., at Noon

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL AGENTS,

Hongkong, 14th March, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

Captain G. C. Cundy, will be despatched as above about 1st April.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO., LTD.

Agents,

Hongkong, 2nd March, 1910.

(219)

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE,"

Captain H. C. Norris, will be despatched as above on 21st April.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO., LTD.

Agents,

Hongkong, 2nd March, 1910.

(210)

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"DODWELL & CO., LTD."

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.

For Freight and further information apply to

DODWELL & CO., LTD.

Agents,

Hongkong, 11th March, 1910.

(211)

Shipping—Steamers.

REGULAR STEAM SERVICE TO NEW YORK

1/4 PORTS AND CANAL (With Liberty to Call at Other Ports.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK, 11th March.

S.S. "SIKH" 11th March.

FOR NEW YORK AND TONTOON:

S.S. "DAVID CASTLE" 11th April.

For Freight and further information apply to

DODWELL & CO., LTD.

Agents,

Hongkong, 11th March, 1910.

(212)

Intimate

"SOLIGNA."

A PERFECT preservative for Wood, Stone, and Brickwork.

It protects against Decaying, Dry Rot, the Ravages of Insect Vermic (especially the white ant) and the weather.

"Soligna" really does is claimed for it as may be seen in the testimonials of the Government of India, the Sudan, &c.

In Drums and Barrels of various sizes.

Prospectus and all further information from

SIEMSSON CO.,

(Machinery) De Longkong

Sole Agents,

Hongkong, 7th December, 1910.

(213)

F. BLACKHEAD & CO., LTD.

SHIP-CHANDLERS, SAILERS

COAL AND PROVISIONS

CHARTS, NAVAL CONTINENTS

AND GENERAL COMMODITIES

AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S QUININE

COMPOSITION REINHARD

BRAND: HARTMANN'S GREAT

DAIMLER'S PATENT MOTOR

LAUNCHES,

SC. & CO., LTD.

Sole Agents for

FERGUSON'S SPECIAL GREASE,

and

P. & O. SPECIAL LIQUOR 500 H

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK,

AT

REASONABLE PRICES,

Hongkong, 7th March, 1910.

(214)

THE DRAGON

CYCLE DEPOT

RUBBER ESTATE RETURNS.

	Jan.	Feb.	Total
Allagar	2,000		
Anglo Malay	49,306	49,718	99,024
Ayer Molek	5,344		
Ayer Kuning	300		
Baligwone	8,607	7,596	16,203
Banteng	4,306	2,359	6,665
Batu Caves	6,100		
Bertam	12,500		
Bukit Kejang	2,146		
Bukit Rajah	36,314		
Bukit Libiang	2,000	2,500	4,500
Carey United			
Cilecy	10,000		
Consolidated Malay	29,832		
Caledon	20,000	14,700	34,700
Damaiasara	14,705		
Edinburg	4,650		
Federated (S'gor)	10,503		
F.M.S. Rubber	22,860		
Gedong	5,000	7,500	12,500
Glenelg	850	1,045	1,895
Golden Hope	5,398	3,748	9,146
Golconde	10,528		
Harpending			
High & L-Wlands	43,176	40,724	83,910
Inch Kenneth	13,137		
Jebong	16,000		
Kalumpong	7,695		
Kamupung	6,400	5,609	12,009
Kepitigalla			
King Kub. Est.	5,032		
Kuala Lumpur	45,135		
Labu	11,863	9,344	21,207
Landon	28,657	20,558	49,215
Ledbury	8,048	8,070	16,068
Lingga	58,000	57,500	115,500
Londo Asiatic	8,013	7,555	16,567
Malacca Plant	27,000	27,000	54,000
North Hummock	18,883	(10 end 1909)	
Nova Scotia	5,150	4,920	10,050
Pajam	1,000	1,350	2,350
Pataling	14,190	23,541	37,712
Pegoh	2,528	2,043	4,571
Perak Plant	11,632		
Ratnai			
Ribu Rubber	—	4,314	4,314
Rubas	10,350	9,870	20,220
Rubber Growers Ass.	2,374		
Selabu	3,000	2,500	5,500
Sungai Choh	2,850		
Sungai Kapar	17,100		
Sandycroft	9,848	6,438	16,286
Seafield	9,000		
Selangor	33,593		
Seramban	23,377		
Sewawang	—	4,759	
Shelford	4,000		
S'pore & Johore	8,666	6,256	14,922
Singapore Para	5,000	4,310	9,300
Sumatra Para			
Sungai Salak	1,376	1,500	2,876
Tali Ayer	10,000	9,000	20,000
Troop	2,133		
Vallambross	36,000		

[From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies].—*Singapore Free Press*.

COMMERCIAL.

TO-DAY'S EXCHANGE.

	Selling.
London—Bank T.T.	1/81
Do. demand	1/81 15/16
Do. 4 months' sight	1/61
France—Bank T.T.	2/10
America—Bank T.T.	4/2
Germany—Bank T.T.	1/8
India T.T.	1/29
Do. demand	1/30
Shanghai—Bank T.T.	7/4
Singapore—Bank T.T. per H.K. \$100	7/4
Japan—Bank T.T.	8/1
Java—Bank T.T.	105
Buying.	
4 months' sight L.O.	1/91
6 months' sight L.O.	1/91
30 days' sight San Francisco & New York	4/3
4 months' sight do.	4/4
30 days' sight Sydney & Melbourne	1/91
4 months' sight France	2/23
6 months' sight	2/25
4 months' sight Germany	1/81
Bar Silver	13 11/16
Bank of England rate	3%
Sovereign	1/45

SHIPPING AND MAILS

MAILS DUE.

Indian (Gregory Apcar) 15th inst.

English (Devanshi) 17th inst. 6 a.m.

German (Prince Ludwig) 23rd inst.

The T. K. K. s.s. *Chyo Maru* is expected to arrive at this port on 15th inst. at 5 a.m.

The C. P. R. Co.'s s.s. *Monteagle*, which left here on 13th inst., arrived at Vancouver on 11th inst.

The Imperial German Mail s.s. *Coblenz* left Sydney on 12th inst., at 2 p.m., and may be expected here on 23rd inst.

The C. P. R. Co.'s s.s. *Empress of China* left Vancouver p.m., on 11th inst., for Hong Kong via the usual ports of call.

The P. & O. S. N. Co.'s s.s. *Devanika* left Singapore for this port on 15th inst., at 9 a.m., with the outward English Mails and is due here on 17th inst., at 6 a.m.

The Imperial German Mail s.s. *Prinz Ludwig* carrying the German Mails with dates from Berlin of the 3rd inst., left Colombo on 12th inst., p.m., and may be expected here on 23rd inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 14th at 11:55 a.m.—The barometer has risen considerably over E. Japan and the Bonin, and fallen quickly over N. China.

A rather deep depression is moving Eastwards over the Gulf of Pechili.

The high pressure area lies now over S. Japan.

Moderate E. and S.E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.06 inches.

THE WEATHER.

Passenger departures.

Per *Halman*, for Swatow—Mr. W. H. Bicheno, Rev. Father Chio, Rev. Fathers Cane, and Mr. Rau.

Per *Halman* for Amoy—Miss Jane Aurely, and Mr. G. R. Morrison. For Foochow—Mr. Fred Siemssen, Misses Mabel Siemssen, Glenville, and Mr. L. W. Siggis.

Per *Cleopatra*, for Shanghai, S.C.—Rev. P. Coley, Mr. and Mrs. W. N. Blackstock, John and Mrs. Giesen, Mr. and Mrs. W. D. Hale,

Shipping.

Arrivals.

Glenatra, Br. s.s. 3054, J. McGillivray, 12th Mar.,—Singapore 6th Mar., Gen.—S. T. & Co.

Cholting, Ger. s.s. 1,021, J. Bruhn, 12th Mar.,—Bangkok via Kuchang 4th Mar., Rice and Meal native servant, Mr. J. Johnson, Mr. and Mrs. D. C. Churchill, and a child, Mr. and Mrs. E. G. White, Messrs. L. T. Russell, F. Bavington, Mr. F. Morehead, Misses M. Morehead, L. Howes, E. B. Buckingham, Messrs. Han Director Beckstein, G. W. McLean, J. Kempf, S. Ido, Ko Po Sham, J. Brocksmith, Mr. W. C. Bunner, Messrs. C. D. Morton, M. J. Bodell, Mrs. W. T. Roddy, Messrs. J. O. Penny, D. A. Hopkins, J. L. Louis, W. P. Miller, Mr. and Mrs. Chas Sang, Messrs. Chin Yow, Chas. Chong, Li Kwong Yab, Miss Rose Fernandez, Mrs. A. Shively, Mr. Chas. Bennett, Mr. and Mrs. Herbert Withers, Messrs. A. W. Marshall and native servant, O. M. Shields, Quan Joy, Quan Lee Ong, Mrs. Quock Shee, (2), Messrs. Quan Jan, Quan Ming, Quan Gee, Kwong Shing, Ho Chio, Mrs. J. H. Moor and Iolan, Mr. and Mrs. Chin Dee Kan, Mr. and Mrs. W. P. Rose, Messrs. Quan Yan Po, H. W. Fairly, and Rev. Geo. F. Fitch.

Mr. and Mrs. A. L. Kulp, Mrs. A. A. Kratz, Misses M. L., J. A. Nelson, Wm. Sanders, Miss Emily Scott, Isabella Scott, Mrs. H. H. Skerritt, Messrs. J. H. Watson, W. A. Gillispie, Miss M. Stater, Rev. A. O. Taylor, Revs. Fred. A. Caine, A. C. Morrison, Mr. and Mrs. F. W. Barker, Rev. J. S. Piercy, Mrs. Boyd, child and native servant, Mr. J. Johnson, Mr. and Mrs. D. C. Churchill, and a child, Mr. and Mrs. E. G. White, Messrs. L. T. Russell, F. Bavington, Mr. F. Morehead, Misses M. Morehead, L. Howes, E. B. Buckingham, Messrs. Han Director Beckstein, G. W. McLean, J. Kempf, S. Ido, Ko Po Sham, J. Brocksmith, Mr. W. C. Bunner, Messrs. C. D. Morton, M. J. Bodell, Mrs. W. T. Roddy, Messrs. J. O. Penny, D. A. Hopkins, J. L. Louis, W. P. Miller, Mr. and Mrs. Chas Sang, Messrs. Chin Yow, Chas. Chong, Li Kwong Yab, Miss Rose Fernandez, Mrs. A. Shively, Mr. Chas. Bennett, Mr. and Mrs. Herbert Withers, Messrs. A. W. Marshall and native servant, O. M. Shields, Quan Joy, Quan Lee Ong, Mrs. Quock Shee, (2), Messrs. Quan Jan, Quan Ming, Quan Gee, Kwong Shing, Ho Chio, Mrs. J. H. Moor and Iolan, Mr. and Mrs. Chin Dee Kan, Mr. and Mrs. W. P. Rose, Messrs. Quan Yan Po, H. W. Fairly, and Rev. Geo. F. Fitch.

Shipping Report.

Str. *Chenai*, from Shanghai:—Strong N.E. monsoons.

Str. *Mathew*, from Bangkok:—N.E. winds and rough sea.

Str. *Glenatra*, from Singapore:—Moderate to fresh N.E. monsoon during passage from Bangkok.

Str. *Kwaiyung*, from Chsfoo and Wei-hai-wei:—Strong N.W. winds from Heishan Islands to Swatow otherwise fine.

VESSELS IN PORT.

STRAMMERS.

Aline Woermann, Br. s.s. 1,440, J. D. Martin, 9th Mar.,—Saigon 4th Mar., Rice and Gen.—Mar. Fat.

Capri, Br. s.s. 4,200, J. Dini, 12th Mar.,—Bombay 17th Feb., Gen.—C. & Co.

Changchow, Br. s.s. 1,203, R. Lewis, 11th Mar.,—Canton 10th Mar., Gen.—J. M. & Co.

Atuta Maru, Jap. s.s. 2,055, F. Schmitz, 6th Mar.,—Canton 11th Mar., Coal.

Florenz, Br. s.s. 2,043, F. Schmitz, 6th Mar.,—Canton 17th Mar., Coal.

Haitching, Br. s.s. 1,267 W. C. Passmore 14th Mar.,—Coast—Passmore and Swatow 13th Mar., Gen.—D. L. & Co.

Empress of Jap. Br. s.s. 3,309, W. Danison, 4th Mar.,—Vancouver, B. C. 10th Mar., Gen.—C. P. R. Co.

Fri. Nor. s.s. 860, N. Anderson, 4th Mar., Saigon 27th Feb., Rice.

Minotaur, Br. s.s. 1,225, R. Lewis, 11th Mar.,—Canton 10th Mar., Gen.—J. M. & Co.

Manchuria, Am. s.s. 8,750, A. Dixon, 7th Mar.,—San Francisco 9th Feb., Mail and Gen.

F. M. S. S. Co.

Pao-ling, Br. s.s. 1,059, E. L. Jones, 10th Mar.,—Saigon 4th Mar., Rice, B. & S.

Ruth, Br. s.s. 1,287, G. Gaston, 10th Mar.,—Salif 1st Feb., Salt—Dowell & Co.

Quarta, Ger. s.s. 1,160, Madens, 11th Mar.,—Chebou 28th Feb., Sugar—J. C. L. Shaochang, Br. s.s. 1,307, McIntosh, 10th Mar.,—Saigon 10th Mar., Rice, B. & S.

Shikoku Maru, Jap. s.s. 3,639, Sase 8th Mar.,—Moj 2 d Mar., Coal—Ataka & Co.

Szechuan, Br. s.s. 1,142, J. V. Siford, 7th Mar.,—Daly 28th Mar., Gen.—B. & S.

Talishan, Br. s.s. 1,120, I. G. Lathe, 12th Mar.,—Canton 11th Mar., Coal and Cement—Bradley & Co.

Taishan, Br. s.s. 1,140, H. Yamamoto, 7th Mar.,—Manila 4th Mar., Gen.—O. S. K.

Team, Br. s.s. 1,346, W. A. Outerbridge, 15th Mar.,—Manila 8th Mar., Gen.—

Intimations

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Fines, Conchas Finales, and other Current Brands.

RETAILLED IN ALL THE LEADING STORES.

BARRETO & CO., AGENTS.

Denmarks Pride

HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

THE EASTERN CYCLE CO.

Have just unpacked a Large Consignment of ENGLISH BICYCLES AND ACCESSORIES of the best makers.

NEW BICYCLES

FOR HIRE AND SALE.

REPAIRING All Kinds of TYPEWRITERS, SEWING MACHINES, GRAMAPHONES, PHONOGRAPHS, and All Sorts of MACHINERY.

AT THE SHORTEST NOTICE.

PRICES MODERATE.

THE EASTERN CYCLE CO., 16, D'AGUILAR STREET, 3, ARSENAL STREET, HONGKONG, 9, CANTON ROAD, KOWLOON.

[122] Hongkong, 2nd March, 1910.

OSMAN & CASUM,
1 & 3, D'AGUILAR STREETJUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.
TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.Samples on application.
Coast Port Orders carefully
executed.

Hongkong, 6th September, 1909.

LEE YEE
HAIR DRESSING SALOON.HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET ESSENCES
FOR SALE.16, D'AGUILAR STREET,
HONGKONG.2b, D'AGUILAR STREET,
HONGKONG.GEMS
of all kinds in stock.

Gold Guaranteed.

Printed and Published by JOSE PEDRO BRAVO for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company,
No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 990, 991, 992, 993,